C 6240-1

Business and commercial Aviation

THE WEEKLY OF BUSINESS AVIATION

Vol. 43 No. 5 August 4, 1986 Page 33

INSIDE

MSP Bans Training Flights.....Page 34
New ARSA Criteria Adopted.....Page 35
Piper Gets $14 Million Kit Order.....Page 36
Business Aviation Briefs.....Page 37
Marketplace.....Page 40

DAVE COLLOGAN/EDITOR
KATHRYN BLEDSOE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

GA INTERESTS OUTRAGED BY PROPOSED PAN AM SLOT GRAB AT LA GUARDIA

General aviation interests expressed outrage last week over a Pan American World Airways proposal to take over a number of operating slots at La Guardia Airport that are currently reserved for general aviation operations. The Pan Am proposal, contained in a filing at the Department of Transportation in support of the carrier's application to provide hourly "shuttle service" in the Boston-New York-Washington, D.C. corridor, calls for transferring one of GA's six hourly slots at La Guardia to scheduled airline service. Pan Am said the Port Authority of New York and New Jersey, which operates La Guardia, has already decided to accommodate the shuttle service on the west side of the airport, which is currently used for general aviation operations. This will "result in a decrease in general aviation operations at La Guardia," Pan Am said.

Pan Am decided to get into the shuttle market at La Guardia when federal authorities objected to the proposed merger of Texas Air and Eastern on grounds that such a move would diminish competition in the Boston-New York-Washington corridor because the principal operators of that service—Texas Air's New York Air and Eastern's Shuttle—would both be owned by the same interests. Pan Am said Texas Air has agreed to transfer some of its slots to Pan Am, giving it 12 daily round trips in each shuttle market--the minimum level of competitive service specified by government officials.

Pan Am Says Being 'Effective Competitor' Not Enough

As a result, Pan Am "has slots at the appropriate times to enable the shuttle to operate during most hours throughout the day and in the majority of the peak hours." Pan Am stated, however, that it "desires to be more than simply an 'effective competitor'" and therefore needs the GA slots to enable it to operate the 14-15 daily flights in each airport pair that Eastern and New York Air now fly. Pan Am said it had been unsuccessful in obtaining additional slots from other scheduled operators. The Pan Am filing requests "expedited action," so that new slot allocations can be in place by Oct. 1.

A spokesman for Pan Am said the Port Authority was trying to obtain "maximum use of the whole terminal...they feel they can get more out of us than out of the general aviation operators." He said GA operations could possibly be moved elsewhere at La Guardia "but would probably move to other airports."

John Sheehan, senior vice president of government and technical affairs for the Aircraft and Pilots Association said "we are adamantly opposed to any raid on general aviation landing and takeoff slots. Such an unconscionable slot grab would result in an unacceptable constraint on the major users of the air traffic system and we will do everything in our power to prevent it."

Ed Stimpson, president of the General Aviation Manufacturers Association said he was "shocked and dismayed." He said Pan Am is taking the position that "buy sell didn't work, so let's go ahead and take away more from the general aviation operators. People come to New York City in business airplanes. They can't keep whittling us down to nothing." Bob Cooke, vice president of operations at the National Business Aircraft Association, said Pan Am is having "pipe dreams about slots...the filing is a misrepresentation of the truth, people are still going to need to fly into La Guardia. We are investigating the rules of the docket to see what can be done. The idea that they would file this petition with FAA is absolutely repugnant."

NOW ONLINE WORLDWIDE

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF MURDOCH MAGAZINES, A DIVISION OF NEWS AMERICA PUBLISHING, INC. COPYRIGHT @ 1986 NEWS AMERICA PUBLISHING, INC. ALL RIGHTS RESERVED. REPRODUCTION IS STRICTLY PROHIBITED. SUBSCRIPTIONS: ONE YEAR $250. SIX MONTHS $165.

38a

STATUS OF AIRPORT & AIRWAY TRUST FUND
May 31, 1986

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 7,860,331,195.87	$ 7,425,506,743.43
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	5,598,000.00	51,304,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	218,000.00	1,800,000.00
2. Non-commercial 9 cents tax	1,838,000.00	23,098,000.00
3. Non-commercial 3 cents tax	564,000.00	7,452,000.00
4. Transp by air,seats,berths,etc.	215,453,000.00	1,565,531,000.00
Use of international trav fac	8,194,000.00	56,127,000.00
Transp of property and cargo	13,295,000.00	87,668,000.00
Total Tax Receipts	245,160,000.00	1,793,180,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	-543.00	-1,014.00
2. Any liquid fuel except gas	-653,860.00	-6,846,996.00
3. Gasoline -Retailer's tax	0.00	-437,790.00
4. Gasoline -Manufac. tax	-1,217.00	-44,987.00
Total Reimburse For Tax Refunds	-655,620.00	-7,330,787.00
Net Tax Receipts	244,504,380.00	1,785,849,213.00
C. Interest on Investments	449,416.56	408,869,227.89
Net Receipts	244,953,796.56	2,194,718,440.89
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	-10.00	420,346,655.34
2. Grants-in-aid for airports	68,256,463.81	572,235,544.82
3. Facilities & equipment	63,814,469.75	481,150,829.01
4. Research engineering & development	24,607,160.34	183,886,291.62
B. NOAA weather services	0.00	13,998,900.00
C. Interest on Refund of Taxes	880.00	935.00
Total Expenditures	156,678,963.90	1,671,619,155.79
IV. BALANCE - END OF PERIOD	7,948,606,028.53	7,948,606,028.53

ASSETS :		
Undisbursed Balances:		$
Airport & Airway Trust Fund	100.01	
Operations	-4,655.34	
Grants-in-aid for Airports	2,785,581.94	
Facilities & Equipment	7,541,455.35	
Research Engineering & Development	4,446,446.57	
NOAA weather services	0.00	
		$ 14,768,928.53
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
9-3/4% maturing JUNE 30, 1986	$ 137,516,000.00	
9-7/8% maturing JUNE 30, 1986	44,567,000.00	
10-1/4% maturing JUNE 30, 1986	159,166,000.00	
10-3/8% maturing JUNE 30, 1986	182,369,000.00	
10-3/4% maturing JUNE 30, 1986	7,410,218,000.00	
		7,933,836,000.00
Total Assets		7,948,604,928.53
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 7,948,604,928.53
Total Liabilities and Equity		7,948,604,928.53